



messing about in BOATS

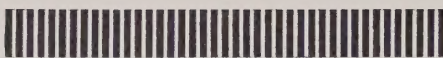
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Commentary

**BOB
HICKS**



messing about in BOATS

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Our Next Issue...

Will feature coverage of the
50th Anniversary Townie Sloop Re-
gatta in Marblehead; Townie Tom
McGrath's tryout of "An Other"
boat; Townie Hornor's Osterville
catboat rendezvous; the Sirens wo-
men's rowing team and their adven-
tures at the Atlantic Challenge;
Philip Thiels Dorycycle; Pete Er-
ickson's careening of his Kingston
Lobster Boat; an Atlantic crossing
in a 20' whaleboat in 1877 by a
husband and wife crew; a plea for
advice from a Lake Erie, would-be
oarsman facing multiple obstacles;
maybe more.

On the Cover...

The initial "sea trials" of
Dave Gerr's "no compromise" MAD-
RICAL pocket cruiser took place on
New York's Hudson River, and the
boat seemed to go very well, in-
deed. Full report in this issue.

"No Compromise"

Did you ever have that urge
to build your dream boat making no
compromises? Maybe you've built,
or restored, or perhaps just bought
and used, a wooden boat you hap-
pened to like a lot, but found in
using it that there were things you
would want to "improve". After
reading all the books and looking
at all the plans, you sort of yearn
to do it "just right" on the next
boat. In this issue is a report on
naval architect Dave Gerr's deter-
mination to do this. He had more
than an ultimate user's desire for
no compromise, he designed the
boat and had a professional reputa-
tion to enhance.

Those of us who are non-pro-
fessionals with an interest in
building or restoring whatever we
each conceive of as our ideal boat,
mostly work in wood because it is
not only much more romanticised
and traditional, but also appears to
be much easier to work with. Wood-
en construction does allow one to
build in smallish incremental
steps, whereas fiberglass requires
first building a plug (or fixing up
an existing wooden hull of the de-
sired type to be used as a plug).
After all this the hull goes much
faster than its wooden counterpart,
but the "make ready" is a sizeable
up front task. And not really
"boatbuilding". I think it's a cor-
rect statement to say that the vast
majority of amateur built boats in
this country are built of wood.
Yes, I know about the various
plastic sheets that can be used as
"planking" and glassed over. But
these are not widely in vogue.

The thing about wood is its
versatility. Each builder's no com-
promise boat can be radically dif-
ferent from another's. Dave Gerr's
was a complex design and required
very skilled professional builders
to do it right, but that was be-
cause of Dave's professional status
as a designer and his wish to make
his boat a statement of his design-
ing skills. But, you can build a no
compromise boat of much more mod-
est scope, stitch and glue type kits
can be slapped together hastily but
also carefully assembled with much
detail effort taken to make every
aspect of the finished craft the
best possible within the design
constraints. It is certainly possible
to build your own no compromise
boat at moderate cost if your pref-
erence is of moderate size and com-
plexity.

To me, part of the no compro-
mise is the fitting out for use.
Having built the boat using the
materials and techniques I felt were
the RIGHT ones for the project, no
substitutions to make it cheaper or
easier, I then would look at fitting
it out with similar intent. Perhaps
it's a camper/cruiser open sailboat.
I'd want to have a really good boom
tent, some sort of small heating
stove that worked well, storage
lockers for gear that were always
accessible and kept stuff in place
and dry no matter what. Things
like that.

The final manifestation of the
no compromise approach to building
or restoring the chosen boat is in
using it. I see it as being able to
undertake sailing, paddling or row-
ing off on an outing in the boat,
for a day or a vacation, whichever,
KNOWING when I depart that this
boat is all that it should be, that
it is well built of the right stuff,
that all the gear used to make it
go works right and reliably, that
I'll be reasonably comfortable re-
gardless of anticipated weather and
sea conditions. Using one's dream
boat and having gnawing concerns
over some aspect of its construction
or behaviour that isn't performing
as desired detracts a great deal
from the pleasure.

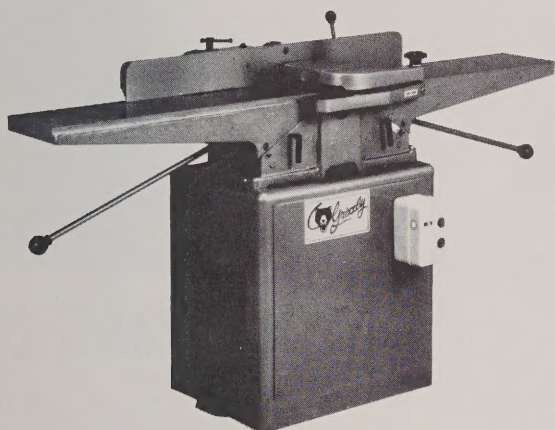
The major deterrents to a-
chieving a no compromise boat are
time and money, hardly a revela-
tion. Time required is often not al-
lowed for due to impatience or ea-
gerness to meet a launching dead-
line, or unwillingness to allow the
construction or restoration process
to go on over several seasons.
Money is never available in suffi-
cient amounts for us ordinary
dreamers, to spend what your dream
will take might often mean long de-
lays in completion while you wait
to accumulate enough money for the
next expensive purchase. The al-
lure of going for the cheaper sub-
stitute which will probably be "all-
right" is hard to resist faced with
the alternatives of increased time
ahead before completion, or simply
with the "where's it ALL going to
come from?"

No compromise is a subjective
attitude. It means doing the job to
standards that YOU feel are the
best. Always there'll be someone
out there who will upstage your ef-
forts by spending more time and
money. That shouldn't be a consid-
eration for your own project.

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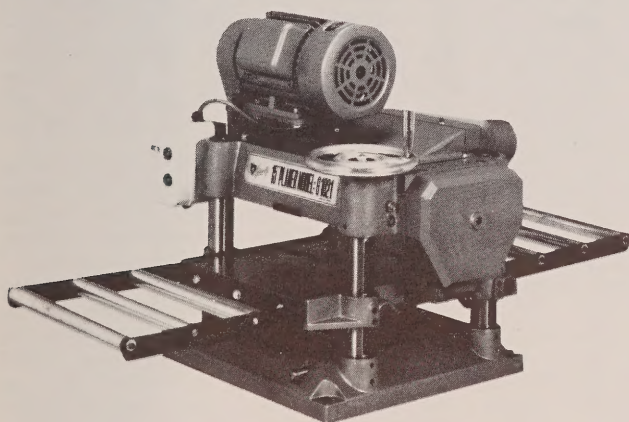
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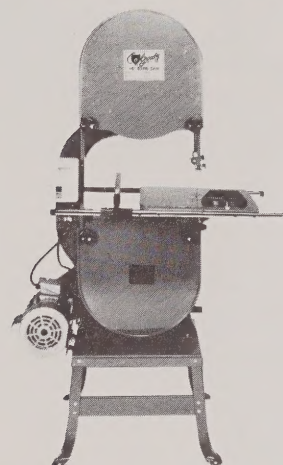


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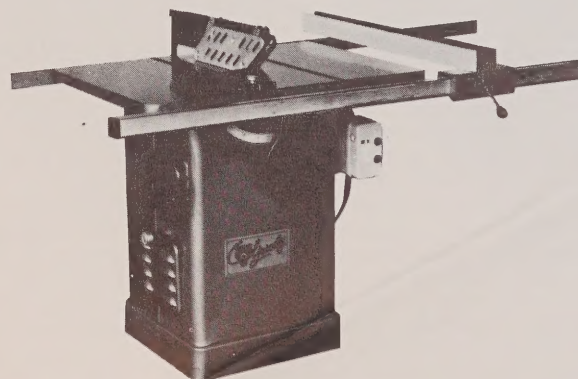


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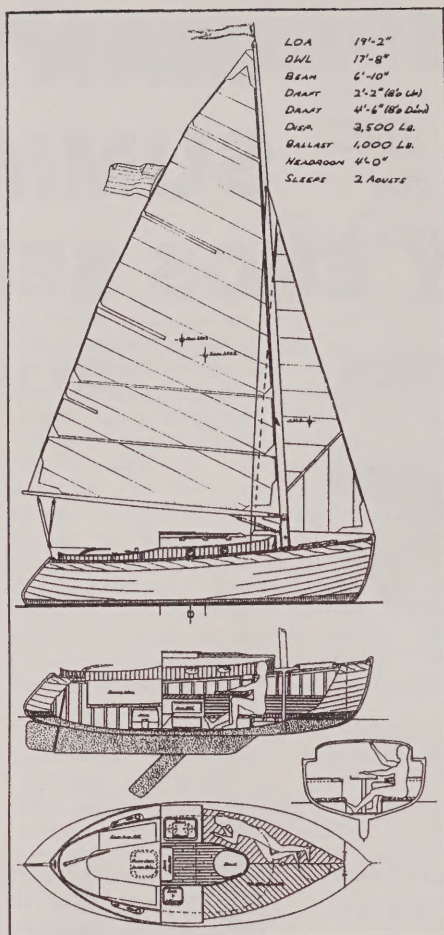
On a beautiful blue-sky summer Sunday, June 29th, a gleaming, elegantly crafted, bright finished lapstrake pocket cruiser, MADRIGAL, took to the water at the public launching ramp on the Hudson River at Albany, NY. A careful listener might have caught a happy "yelp" of delight amongst the applause and oohing and aahing from the assembled families and friends of the owner and the builders. The "yelp", an uncharacteristic display of outward emotion, came from owner, Dave Gerr. He was not looking at the gleaming beauty of the craft, he was looking at the waterline. Dave not only commissioned the building of MADRIGAL, he designed the boat. And there she sat, a couple of inches high on her lines, slightly down at the bow. When she took on anticipated gear and crew, MADRIGAL would settle right onto her calculated waterline. Dave Gerr, Naval Architect, must have done it right.

Certainly the crew at the North River Boatworks of Albany had done it right. Howie Mittleman and Frank Houde, partners, with builder Dan Sutherland and apprentice Charlene Liberata, had worked on MADRIGAL over almost a year, and the result was close to perfection. "I wanted a NO COMPROMISE boat," designer Gerr stated. NO compromise? "Well, almost no compromise," Dave admitted. Like where did perfection get set aside? "Well, I designed a round foredeck hatch," Dave explained, "but when it appeared that it would add five working days to the construction, I settled for a rectangular one." And the desired oval bronze portholes had to be reluctantly relinquished in favor of more readily available round ones.

Aside from these modest bits of backsliding on the original commitment, Dave's MADRIGAL was built with no expense spared to conform EXACTLY to his design ideas and material and structural specifications. The North River crew labored long and hard over that year, not full time on the boat, they did have other work to do, but an estimated 6 months time. It came to be a fixture in the shop, something that began to look as if it would always be there.

It wasn't an easy boat to build. Gerr was after results, not ease of construction. That canoe stern posed some challenges certainly, but when asked about the most difficult part of the construction, Howie Mittleman said it was the cabin top. The compound curves required simply could not be fashioned with the original plywood specified and the final solution was pretty much to cold mold it. Another compromise? Maybe, but actually more elaborate and costly.

Costly. This is one very expensive 19' pocket cruiser. All best quality wood in heavy scantlings,



Report & Photos by Bob Hicks

all fastened with traditional bronze fasteners AND epoxy glue, all epoxy sealed inside and out. All bronze fittings of top quality. Joinery is superb, vertically staved cabin sides and coaming an example. While Dave had to make a few small compromises on design details, he adhered to his "quality" standards on materials and construction. The choice of North River Boatworks as builder was part of this insistence upon "quality". Dave has long been impressed with the fussiness of the work that Howie and Frank have been turning out.

Well, so the boat floated on her lines, essentially. Now, how would it sail? The next moment of truth for Dave was at hand, right on the heels of the first. After celebration of the launch subsided, the sail rig was brought out and fitted. The breeze was still quite light in late morning, but beginning to puff out on the river a ways. After an hour or so of further fuss getting sails and rigging as desired, Dave and the whole building crew boarded and cast off. A light breeze wafted them off upstream and there they encountered increasingly strong puffs as the wind began to develop over the river from the nearby hills. Before long, Dave had MADRIGAL right over on her side going to windward.



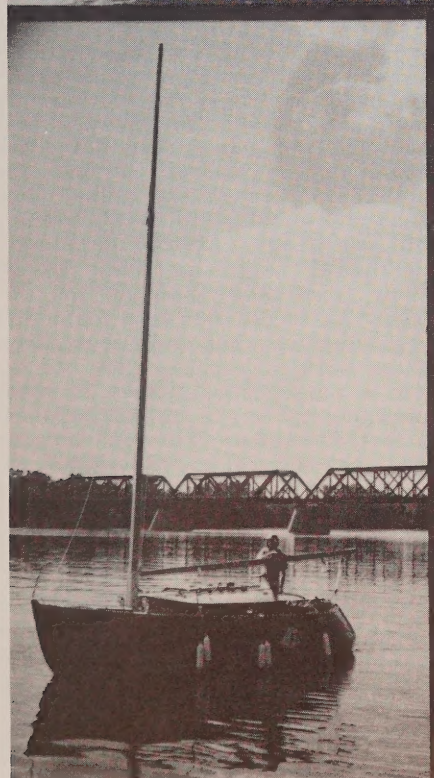
MADRIGAL

Dave Gerr's "No Compromise" Design

"We had no reef points in the main yet," he said, "and I was surprised at how strong the wind came up so soon." Watching from shore, I could tell when Dave felt overpowered, he'd ease the main and MADRIGAL would pop upright. Then he'd harden it up again and off she'd go, moving very fast for so short a craft.

A month later, I spoke to Dave about how he felt about his creation, now back on Long Island Sound near his Throgs Neck office. "Delighted, absolutely delighted," he said. "She ghosts beautifully upwind or down, and seems to be able to work her way to windward double reefed in a 30 knot wind too." He went on to confirm that he was pleased with her ease of handling and speed. The comforts carefully designed into the sitting headroom cabin were as planned, and, of course, just looking at her still was a real heartwarmer.

MADRIGAL is Dave Gerr's own pleasure "yacht". But she is also a statement about his professional work as a naval architect, now full time on his own, doing design work to order and consulting work for other firms. MADRIGAL is a design one can see and feel and experience if contemplating employing Dave's talents on a dream of one's own. Dave is at 37 Alden Park, Throgs Neck, NY 10465.



Howie and Dave ready to raise the mast; and up she goes in the tabernacle. MADRIGAL descends the ramp, and floats on her lines. And now for that first sail, and she goes pretty good, doesn't she?

North River Boatworks conjures up mental images of a funky shingled shop on a riverbank, maybe with a dock and a float, certainly with a marine railway and maybe a back lot with some boats undergoing repair. Illusions abound. Howie Mittleman and Frank Houde operate what can only be characterized as an "inner city boatshop", on a hillside street of row houses in downtown Albany, NY, a few blocks from the Hudson, or "North" as it was once called, River. The neighborhood was once an Italian enclave, later on other ethnic groups moved through until, a few years ago, it hit bottom from absentee landlord neglect, and began a revival as people bought up the rundown old rowhouses and began home improvements. Not a "yuppie" or "boutiquey" neighborhood, but working class people who could afford the sadly neglected homes and begin some budget renovations.

At #6 Elm St. exists an old "stable", a long, narrow cave in which horses and wagons, and later on, delivery trucks, were housed. Upstairs a loft area opens onto the street with an arched opening. On either side, uphill and down, are the attached homes of local families. While they are row houses in that they share common walls between, they are each of differing architecture, going back to the 1880's. It's quite a steep hill, and to either side, parallel streets exist of similar nature. It is in this locale that North River Boatworks builds traditional wooden boats. And they are now beginning to realize the rewards of years of slugging it out following a dream.

Howard Mittleman came to Albany from New York City. He had a desire to build wooden boats, and decided to go to Lance Lee's Apprenticeship, then at the Maine Maritime Museum. He went through the required 6 week "helper" session but then never went ahead with the two year apprentice program. Instead, he began to build. He and his wife had bought a house in this neighborhood of Albany for its city convenience and because of the low cost. Howie found this empty "commercial" building a couple of blocks over and rented it for his boatshop. He did repairs, and developed some of his own boats, the North River Skiff, a lovely lapstrake double ender being an example.

Howie met a neighbor, Frank Houde, who had retired from 20 years of flying B-52 bombers in the U.S. Air Force. Frank loved woodworking, he came from a furniture making family. He began to work with Howie and joined him as a full partner a couple of years ago.

A young man from the Finger Lakes district of upstate New York, Dan Sutherland, was living in Albany and had an intense desire to



NORTH RIVER BOATWORKS

Inner City Boatbuilder

Report & Photo
by Bob Hicks

build boats. Not surprising, his great grandfather had been a boatbuilder on those lakes at the turn of the century. When great-grandfather died, grandfather, only 16, took over the boatbuilding business. When motors came into vogue for boats, he moved into motorboat building. He eventually followed the "motor" part of the business into the automobile trade, selling the old family boat business. Dan's father did not get involved in boats as a living. Dan met Howie and Frank, and following Howie's advice, went off to Maine to the Apprenticeship. He did the six week "qualifier" and came back to Albany, where Howie offered to take him on as an apprentice. Grandfather liked what he saw happening, and has been giving Dan his old boatbuilding tools from a half-century ago. Today, Dan is a full-fledged builder for North River.

And another apprentice is now at work too, Charlene Liberata. So North River, in its most unusual locale, is functioning much as an old time boatshop, training their own future builders in their own apprenticeship program.

Howie's mother and father were at the launching, up from New York city. Mom brought along a big fancy cake she'd made for the celebration. I spoke to her about it all. "What do you think about your son's handiwork?" I asked. "I think it's just wonderful," she responded as most mothers would. "I don't

know where he gets his way with wood, but he makes beautiful things from it." Not an unbiased endorsement, of course, but one shared by all who know Howie and his work.

On the morning of the launching, a date twice postponed but finally set in cement a month earlier, and met only by several 80 hour work weeks for all, the local boat hauling guy turned up. After some jiggling around to get the trailer in through the narrow shop door and under MADRIGAL's cradle, all was ready. Across the street, dozens of neighbors were out on their front steps awaiting the moment. As MADRIGAL came forth into the sunshine, applause arose from these working people. They had taken a neighborly interest in these boatbuilders right there on their street, some had even been helping the last couple of days with errands and lifting and pushing and such. Now they were enjoying a moment of shared pride in what had been created right there in their own neighborhood.

If you think you might want to talk with Howie and Frank about having a traditional wooden boat built or repaired, a visit to 6 Elm St., Albany, NY, will be an interesting experience. You'd better call first and get directions, I had to a 10 p.m. on a Friday night. It'll be well worthwhile to see how traditional boatbuilding can take place wherever the desire to do so exists.

A Short Visit with "Dynamite" Payson

It was an unlikely happening, trying to find a boatbuilder on one's honeymoon. "What's in South Thomaston?" (I knew she would ask that).

"A boatbuilder I read about, it's really only a mile or two out of our way." I figured I could find Harold Payson's place quickly enough, how many boatbuilders could there be in South Thomaston? "I should have known," she sighed. (I knew she would say that).

So off we went to find "Dynamite" Payson. I could picture him in my mind, piecing together a Phil Bolger design down in some cluttered little Maine boatbuilder's shack on the coastal indentation shown near the spot marked S. Thomaston on my map. He would probably be tall, a nervous type, no doubt a little stand-offish. He would look me over carefully before he said much, wondering why a perfect stranger had gone out of his way to look up another perfect stranger. I decided I could deal with all that; unlikely happenings were my style. Hadn't I just taken my new bride to the Rockport Apprenticeship an hour or two before?

Now, there was a place to behold. I had eyed up the craftsmen's domain like an eagle from my perch in the visitors' loft and had run my fingers softly over the boats exhibited there the same as I had done on the lines of half-models at the Maine Maritime Museum the day before. And the Rockport harbor! Just to look at it made me want to haul a boat up there and launch the thing!

I went through South Thomaston before I knew I had found it; drove around the inlet, back again, then back again. I decided to ask at the corner liquor/grocery store that makes up the downtown "business district" of the town. No mat-

ter, in the interest of marital harmony, I could ask this once. I was, after all, a tourist. An added benefit was that it gave me a chance to look over the public launching ramp across the street. A person never knows when they might be around someplace with a boat in tow.

With vague directions and blind instinct I drove from the store and down the unmarked Watermens Beach Rd. One more stop for directions and I discovered I was within eyesight of my objective. I was only slightly less surprised than my bride was at this discovery. Two turns brought us to the driveway of a modest home (no water in sight!). Wood smoke poured from the chimney of a nearby shed, but a woman's head in the kitchen window of the house suggested that be my first approach.

"Are you just going to walk up and knock on the door like that?" (I knew she would ask that).

"Yep, that's it, what else?"

"I should have known," she sighed. (I knew she would say that).

As it turned out, Harold was in the shop, so I walked over and introduced myself. He wasn't tall, wasn't nervous, not a bit stand-offish. The shop was organized and cozy. Harold made room for me to sit near him on a sawhorse and began explaining as to how he was writing a review of some Japanese wood chisels sent to him by the WOODEN BOAT people. He pointed out those he liked and those he did not like. I took advantage of the opportunity to educate myself on the sharpening of chisels and Harold instantly became the mentor, explaining bevel angle and chisel thickness. We then conversed about plywood boat construction and he showed me a straightedged joint

method using a powder mix and polyester resin. On a test, the wood had split before the joint gave. In spite of a drizzle, we moved outside to peek under the plywood cat's cover to note her lines and construction details. Nice boat; I rubbed my hand tenderly over her sheerline.

We then moved to the house at his suggestion so that he could show me some models which he made prior to starting construction on a boat. My new bride pretended to not notice as we wandered back and forth past the car. Payson handed me a model and we discussed its simplicity. He began to explain how the pieces of the real boat just "flow together by feel" (his artistry was showing) and how it just took a little temporary fastening and some seam taping. Nice model, I fingered it lovingly.

A few minutes later I suggested that I shouldn't keep my new bride waiting (though God knows she should be used to it, she's waited in boatyards while I wandered around pretending I could restore some derelict; waited at launching ramps while I inspected their possibilities; waited while I took snapshots at harbors; waited while I finished reading the final article in a WOODEN BOAT; and waited while I inspected every boating volume on the shelves of countless old book barns).

As we drove away I realized I had received an hour of education in fifteen minutes. I explained to her all the things I had learned. "Dynamite" Payson was obviously like all the rest of the people I know who "mess about with-in-around small boats", a real nice guy to know. I kept reiterating how much those few minutes had meant to me.

"That's neat," she said.

(I knew she would say that).

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Water can't douse firefighters

Rivalry is all in fun as policemen get burned in boat race

By Len Roberts

Standard-Times correspondent

It has been 40 years since New Bedford police and firemen faced off in a harbor whaleboat race, but on July 4th they went at it, inexperience and all. The NEW BEDFORD STANDARD TIMES printed the following report, which tells it all. Thanks to Anne Eisenmenger for sending this to us.

NEW BEDFORD — More than 300 spectators crowded the end of the State Pier to watch the inaugural Moby Dick Classic, a series of small-boat races highlighted by the renewal of the old-time whaleboat race between crews of New Bedford police and firefighters.

While it wasn't accomplished in record time — in fact, no time was kept — and dories borrowed from Battleship Cove were used instead of whaleboats, the firefighters accomplished a five-length victory over their police counterparts.

The police, despite a willing spirit and a strong sense of camaraderie, were simply no match for the more practiced firefighters over the half-mile course.

Four separate races were run for 22 assorted human-powered entries. Chris Schuller piloted his Alden around the harbor in the morning's best time for the three-mile route — 23:04. Bob Tarrant, also paddling an Alden, finished in 23:46.

Steve Hopkins, in the first shell to cross the finish line, was timed in at 23:51. Peter Ray steered his kayak around the course in 27:15, while Mike Gagne and Co. logged a 30:17 as the first canoe to finish.

Other firsts went to John Stratton, 28:55, in the first traditional sliding seat craft; Julia Ferguson, 29:20, in the first traditional double; Jon Aborn in the first traditional single, 30:28; Jean LaPointe and Walt Besse in the first Mattapoissett River Race boat.

While the police dory was being towed from its Pier 3 mooring station to open water at 9:45, the firefighters had already drawn a bead on their rival oarsmen by taking several practice tours around the harbor, then went into hiding along the Fairhaven shore to await the start.

"I was showing them a little correction over there this morning," said Lawrence Vincent of South Dartmouth, recalling the police and firefighter boat races of yesteryear. "They had too many in the boat where they weren't supposed to be, see," Vincent said. His son, Kenneth, is a veteran Dartmouth policeman, so he was taking sides.

Meanwhile, New Bedford policemen Kenneth Gormley and Stephen Blackburn, on duty at the pier, were "apprehensive" about their colleagues' chances. "I hope they've been practicing," Gormley said when queried about their inexperience.

Blackburn joked that he was worried about a rumor that the firefighters were going "to get out a big hose if we are leading and turn it on and sink us."

Firefighters manning the ladder truck at the pier confirmed the rumor. "We're going to sink their boat," Ken Sasseville said, laughing. "If we think the police are getting too close we're going to drive up close and take the two-and-a-half off and wet them down."



Photo by David Arruda Jr.

Rowers in the Alden class line up before the start of their race. Chris Schuller, foreground, was the winner.



The New Bedford firefighters' rowing team crosses the finish line at the Moby Dick Classic at State Pier Friday. The firefighters easily beat a team from the city police. Photo by David Arruda Jr.

Race organizer Anne Eisenmenger called the police-firefighters race "totally fantastic," adding that Thursday's boat races and the turnout of watchers "gives us something to build on."

She said the rivalry between the police and firefighters was one that could be kept going now that it had been rekindled. How could it miss developing, she asked, when the police carried a "burn the firefighters" message on the backs of their crew shirts?

Later, in a brief noontime cere-

mony outside the New Bedford Glass Museum, Ms. Eisenmenger presented the official Moby Dick Oar to the winning firefighting crew, led by helmsman Leo Boswell. Each July 4 from now on, the oar will go to the victorious team.

After the race, winners and losers found time to gather at Pier 3 for a bit of fun and friendship. Patrolman Kenneth Ferreira tried to explain why he and his mates went down to defeat.

"We heard that the firefighters were vigorously training on rowing

machines, so we then went into a vigorous training program ourselves. The only thing was we went into beer and wine. We did the wrong thing. We thought we were in the wrong contest."

Lt. Carlos Pacheco of the city's Fire Prevention Bureau, race committee member and unofficial coach of the winners, predicted, "If they are going to continue to challenge year after year, we'll eventually be 150 ahead or whatever the number of races is."



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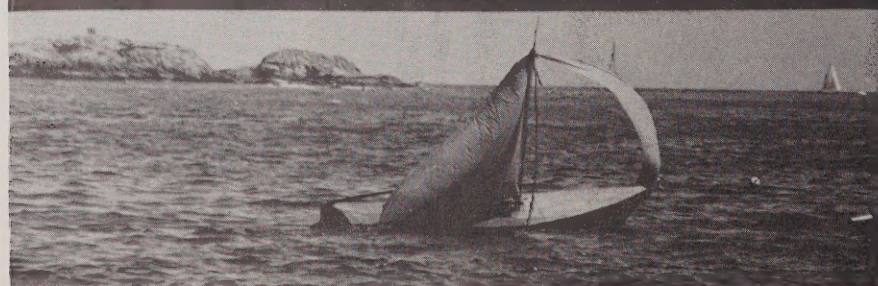
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BILGE WATER REGATTA

Report & Photos by Bob Hicks



Some confusion in the minds of the organizers of this year's Bilgewater Regatta in prestigious Marblehead harbor was evident in the several attempts on the poster announcing the event to denote its anniversary date. Beginning at 63rd, this indecision progressed through the 75th and 87th and, those being crossed off, settled on the 100th. A nice round number of impressive size. Subsequent investigation revealed it to be the 5th.

No confusion was exhibited in the bold new format announced for this year, where a new maxi-boat class was established for those past participants who had progressed in technological development beyond the basic 4x8 sheet of plywood with foam block buoyancy under and simple square sail over. Those entering in craft of this ilk still had the cruising class in which to take part.

A broad gap in sophistication existed between the winning maxi-boat, HOODPECKER, and the aforementioned plywood flatbottomed (and topped) craft. In fact, HOODPECKER was almost recognizable as a real sailboat, with its very Bolgerish looking lines, a real marconi main and jib rig. The presence of the 2x4 crossbeams and outrigger foam block flotation belied, perhaps, that the boat was not quite as highly developed as it appeared. A spokesman for a competitor, however, offered some comment about demanding access to the books on the building of HOODPECKER, as it did seem that the \$35 limit on maximum investment in hull construction (up from \$20 for the cruising class) might have been exceeded. But, HOODPECKER's owners/crew, Geoff and Garrett Almeida, stoutly maintained that 6 sheets of interior plywood and some 2x4 framing did not exceed the limit. And the foam block flotation was undoubtedly picked up around the shores of the harbor.

Top photo, start of the race, three "cruisers" and a "maxi-boat" jockey for position. Next three, "maxi-boats" HOODPECKER, SATISFACTION and a tender dory.

Well, anyway, the event ran off on a mellow July 4th with a moderate 10 knot southeast (sea) breeze, so the downwind course for the cruising class ran from a start off Chandler Hovey Park at the tip of Marblehead Neck towards the Beverly shore across the sound, finishing, though, at a day beacon opposite Peach's Point in Marblehead proper. The maxi-boats had a reach across towards Cat Island and back, then a downwind turn to the Peach's Point beacon. It was on this course, of course, that the real drama unfolded.

Last year's winner, Mark Les-sard's canvas planked sailing canoe (sort of), SATISFACTION, (old sailcloth over longitudinal stringers) had been doubled up this year into a catamaran. If one is a winner, two can be even more a winner. But the sail wasn't up to the new boat's demands and they sort of wallowed along on the reach section of the course while HOODPECKER steadily built a lead and eventually became the only maxi-boat to round the mark on this leg. Once HOODPECKER returned past its chief opponents, they turned about and fell in behind, abandoning any thought of carrying on to the mark..

It was now that I could observe the progress of a dory-like craft under a leg-o-mutton rig, with jib. A rather rakish craft, it had, unlike a dory, a round bottom (cylindrical section in fact) amid-

ships aft and drawing to a point up front. Even with the low aspect ratio rig, this was one tender boat. And leaky too. The steady flash of sparkling water flying overboard from a coffee can could be seen from afar, glinting in the summer sun. Finally succumbing to the overwhelming demands of sailing and bailing, the skipper accepted assistance before completing the reaching legs.

Meanwhile downwind of all this the cruising class chugged along. While several of these were of the basic "raft" concept, some notable innovations are worth a mention. One such 4x8 plywood platform had a large block of dock flotation underneath amidships with a substantial full length keel alongside it. Along the chines (which were also the gunwales) rows of capped one gallon plastic milk bottles provided emergency buoyancy in the event of excessive heeling. This craft was quite slow and the two feminist competitors (in this mostly macho event) had ample opportunity for taking in some sun enroute down the course.

A larger and more complex "raft" design with ample foam block flotation all around carried a very large square sail rig and made rather more spectacular time down the course. But, perhaps most intriguing was a sort of triangular hulled "doghouse" concept craft. Maybe more of a plywood pup tent

perhaps. Flat bottom, triangular, bow and stern bulkheads (vertical) with the topsides connecting bow and stern cutout at the peak amidships halfway to the chines for the crew of two. A two-layered main-sail was fitted, and immediately deployed wing-and-wing off the start line. A fascinating design concept, rather comfortable looking, certainly much dryer than its competitors in a chop. Still slow, though, despite the use of a secret keel, slender metal painted blue with white logo upon it, entitled "PHONE".

Meanwhile back on the dock, a startling new innovation in the "flat sheet of plywood" genre had been undergoing final construction, as Andy Klickstein and friend frantically stapled polyethylene plastic over slender stringers that tied together the ultra-thin plywood veneer hull. Basically it had a flat bottom, but gracefully curving up fore and aft and along each chine with compound curves on the fore corners creating a sleek (sort of) scow effect. With no auxiliary flotation, this craft would require the water to be kept on the outside of the hull. Here was a craft that would be a formidable contender in the cruising class, in fact coming perilously close to bridging the technology gap between that class and the maxi-racers. A moment of truth was averted, however, when they failed to put in an appearance as the 2:37 starting gun went off.

From left: Unique "pup tent" design carried wing-and-wing rig. Milk bottle flotation prevented capsizing on this "raft". Sizeable square rig moved this catamaran rather well, downwind.

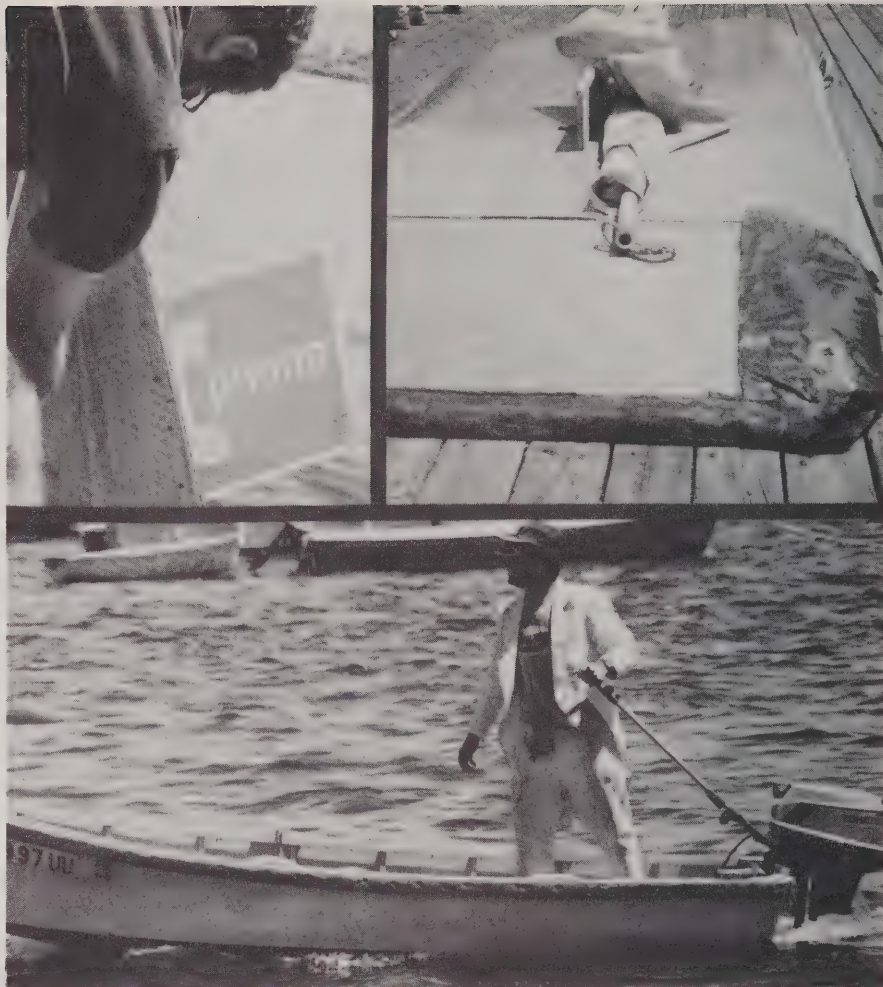


Back out on the course, HOODPECKER completed the maxi-racer course far, far ahead of the rest, the race was over. While cruising class craft struggled on to the finish, and other maxi-boats were retrieved by their support craft, the winner SAILED back to windward to the town landing to resume the partying interrupted by the racing. An inquiry into the fate of the also-rans and ALL of the cruising class directed at Race Committee Chairman, Bill Killam, elicited a response to the effect that, "oh, they don't matter, only HOODPECKER and SATISFACTION were really in the race! Subsequent information from other informed sources suggested that Killam has a proprietary interest in HOODPECKER, but had to adopt a discreet attitude in view of his race committee chairmanship role this year.

And so HOODPECKER won the prestigious Millmoor Cup for 1986, awarded in honor of Marblehead townie, Odie Millmoor, who could be observed pre-race, clipboard in hand, attired in appropriate yacht club regalia (blazer, white shirt and tie, Bermuda shorts) recording the necessary data on the entrants.

And, so, it's now, "wait'll next year", for Marblehead's intrepid Bilgewater Regatta competitors. Will HOODPECKER's dominance be overcome? Who will be the first to enter a REAL boat proven to cost less than \$35 to build? Technology is alive and well in the yachting capital of Massachusetts Bay.

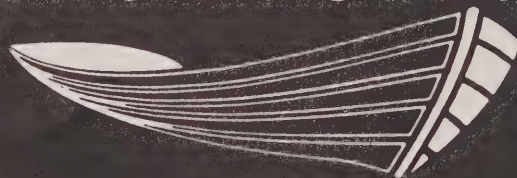
Report & Photos by Bob Hicks



Secret keel on "puptent" design. Smoothly faired bow of radical "platform" type. Race chairman Bill Killam suitably attired in white (mostly) tux.

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The appearance of the French Gigs, LIBERTE' and EGALITE' has inspired increased interest in multi-oared rowing craft for area races. With this in mind, I went to check on an old Monomoy I knew of nearby. But it had gone to Long Island. However, a 30' bateau of Bolger design, published in his book, *THE FOLDING SCHOONER & OTHER DESIGNS* as "Naval Jelly" was available. This flat bottomed craft was designed for four to row, either with double 8' oars or single 10' sweeps. Two other "paddlers" were positioned in stem and stern if desired. The original boat was designed in a week, built in another, and successfully raced in a third.

So I bought this one for \$50. It needs sanding off (power disc style) on the outside, four years under the pines upside down did a job on it. Then an epoxy coating to protect the 1/4" ply from deterioration further. Then a paint job. And a half dozen 10' sweeps built according to Bolger's plan. The goal is to get it into the water for under \$100 cash outlay. Who will row it? Right now we have offered it to the Sirens from Gloucester, the women's team that has been using local Banks dories, seine boats, Monomoys and the French gigs when available. We think six can fit, should be a very fast boat. Look for the bright red and white SIREN SONG this fall, hopefully at the Mighty Merrimack River Race, maybe at Gerrish Island too. If all goes well.

Paddling the Housatonic

In early May, Bill Tingley and Schuy Thompson embarked on a 160 mile journey paddling their home river, the Housatonic, "for the fun of it". Their adventure caught the attention of the news media so they saw in this a chance to call attention to the pollution and abuse this scenic waterway has suffered.

They began their trip at the Washington/Hinsdale town line in western Massachusetts where the Housatonic is a narrow stream. Throughout the Massachusetts portion of the river's course, the two found themselves well received by locals. They noted the overwhelming impact of industrial use of the river, in Dalton they portaged seven dams in a mile and a half! Few of these dams are now in use but their construction was done with little thought given to fishing and recreational boating.

Near Pittsfield they found a startling situation. The river winds past the landfill area and had cut into the banking of the landfill (right at river's edge) exposing a 15' high layer of buried garbage, much of which was now washing out downstream. Local politicians were not enchanted by the revelations because they aroused local environmentalists to a hitherto concealed pollution situation.

In Connecticut the river condition improved with less industrial emphasis, past and present. Dams were still numerous, but usually performing some useful present-day function and recreational river use was planned into the dams' existence with portage areas often provided. There was less local citizen interest in Bill's and Schuy's trip but environmental progress seemed further along, with osprey and heron numerous along the river.

Reprinted from *THE CONNECTICUT CANOE RACER*, article by Sue Audette.

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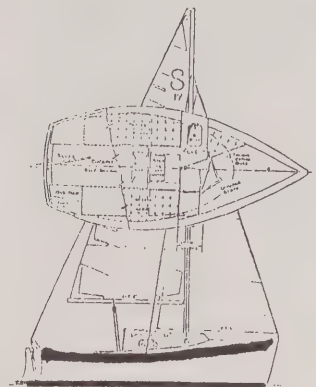
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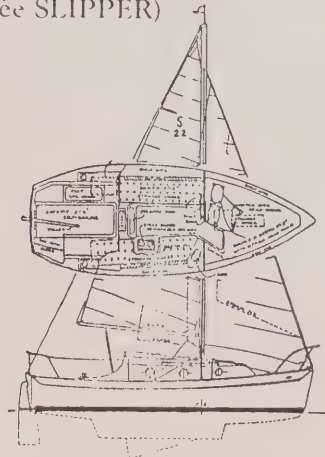
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Safety first. All kayakers and canoeists have heard that adage and pay varying amounts of attention to it. However, the experience of others can be the best motivator for ensuring that safety must indeed be the foremost priority.

During the Sea Kayaking Symposium at SUNY/Purchase in May (co-sponsored by ANorAK), I was given a fearful description from a father/son team whose Klepper Aerius II capsized in the Hudson River during a blustery day in April. It was their first time out and they were completely alone, inexperienced and naive in both sailing and kayaking. In their ignorance, they tied down the sail, a sure invitation to the burst of wind that knocked them over.

They lost their sail and spray cover. The Klepper was swamped in the middle of the river. It was floating, but as each successive wave came over them, the boat dipped several inches below the surface of the water. A swamped Klepper will NOT sink if the side air sponsons are filled, but it is virtually impossible to move it except under tow. Paddling was impossible so they just sat in the boat as water and wind penetrated their light clothing. Clearly they were faced with the danger of hypothermia. In desperation they abandoned the Klepper and managed to swim to the shore. A passing jogger came to their aid and they spent the night recovering in a hospital. They wisely decided to go to the Symposium before attempting another expedition.

My first mate, who is also my wife, and I attended the Symposium in order to avoid near disasters and to see how more experienced kayakers practiced the sport. Since we too have a sailing version of the Klepper Aerius II, we paid very close attention to the lectures on safety and then participated in all the training exercises. In the calm and comfortable waters of SUNY/Purchase's pool, we learned how to right a capsized Klepper and were told that additional flotation is absolutely essential when sailing a kayak or paddling one in rough water.

Our first attempt at sailing took place on a warm, breezy June day on a miniscule pond in the Berkshires. The pond was about 300 yards long and no more than 40 yards wide. It is as deep as 45 feet in the middle. Following the advice of our self-rescue instructor from ANorAK, Bill Lozano, we packed our boat with the triangular flotation bags in the bow and stern and brought along two air filled pack bags for good measure. We also decided to use just the mainsail for our inaugural sail. Clearly we were playing it safe.

The wind was coming straight down the pond and we had to tack at least 15 times to sail up its

Sailing on & on... & Over!

Report by David Ader

length. Tacking seemed to be a bit difficult for us (I would like to blame the design of the Klepper, but my wife, Pippa, seems to think my sailing skills are the problem). We were forced to utilize the "power assist" device, ie. paddles, to bring us around, 15 times. As we arrived at the far end of the pond, we sighted a heron wading through some marsh grass. Our final tack disturbed this great bird and it lazily flew off. Its wingspan must have been at least five feet. With that, we turned downwind and sailed back down the pond at thrilling speed. It had taken us almost 30 minutes to tack up the pond and less than one minute to sail back.

The following day we moved the boat to a nearby lake. Although the wind had picked up considerably, we agreed to put up the jib. At this point we considered ourselves to be sailing prodigies. Only a hurricane would have given us concern. We were happy to see that this lake had a better relationship with the wind, which only means that we could sail further before tacking. We were surprised at how light a wind it took for the Klepper to heel, but everything was under control and we were having a blast. The only difficulty was in determining whether it was better to sit low in the boat as we heeled or hike out over the side. As far as we are concerned, this is still an unresolved issue.

After a few hours we noticed another Klepper paddling across the lake. There is a certain camaraderie amongst Klepper owners and so we adjusted our course towards the other boat. We were going pretty quickly and wished we could see ourselves from the shore as we hiked out over the side. I could not help but wonder about how far we could heel before the point of no return. At that very moment we discovered just how much. Over we went.

It all happened in slow motion. We were not really scared, the capsizing seemed somewhat inevitable. The fact that the other Klepper was no more than ten yards away and ready to assist us was a major reason for our being so calm. Pippa, in fact, broke into a fit of near-hysterical laughter that could only be controlled by a well-aimed splash. We sort of fell out of the boat as the sails went into the water. The sails acted as a drag and we were able to hold onto various parts of the boat as it turned turtle. In almost perfect textbook fashion, we both went to the same side of the boat and grabbed hold

of the opposite gunwales in order to turn it upright. Our lessons in the SUNY pool paid off because the Klepper came around with surprising ease. The additional flotation kept the boat very high in the water and there was only about ten inches of water in the boat itself. I entered the boat without any difficulty as Pippa straddled the bow to keep it stable. I then stabilized the boat with a paddle as she entered it from over the bow. We had been in the water less than two minutes!

The boat resumed sailing, albeit rather slowly due to the water in it. An improvised bailing bucket helped reduce this load but we still returned to shore for a small celebration in honor of our newly practiced sailing skills.

While we clearly enjoyed sailing the Klepper and practicing rescue techniques, our story could have ended much less pleasantly if we had not been prepared. The experience of that father/son team sailing in the Hudson River is not a unique one. Earlier this year, a man was found tied to his kayak on a Long Island beach. Apparently he was caught in a squall the day before and tied himself to his boat as a safety measure. The wind or waves capsized the kayak, he became entangled in the ropes and drowned.

The desire to test a new boat and new skills is very strong. My second time out with the Klepper took place in a fairly protected cove near Greenwich, CT. In my ignorance, I did not appreciate the need for additional flotation or understand anything about the water conditions in that area. I paddled for a couple of hours and then returned to shore to practice putting up the sailing rig. I had no intention of sailing on that day, but when the wind caught the sail on the beach, I was ready to throw caution to the wind and return to the water. It all seemed like a lark. Fortunately, the tide was flowing quickly out and twenty yards of mudflats now separated me from Long Island Sound. My only choice was to pack up my boat and go home. Moments after I drove off, the wind picked up even more, blowing leaves and branches over the manicured lawns of Greenwich.

I try to not think of the consequences of having been able to get my boat to the water that afternoon. And I am thankful for the opportunity to have learned something about safe boating from a group like ANorAK. Trust the experts before you trust your untrained enthusiasm!

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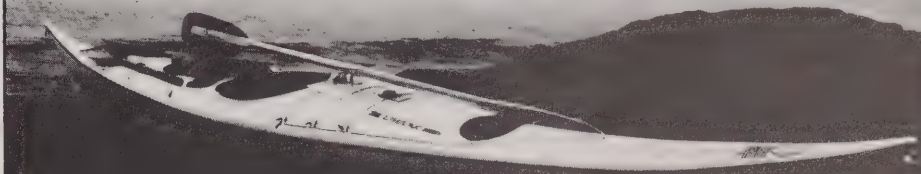
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A Short Visit to the West Coast of New England

Located only 3 miles from the Atlantic on the Massachusetts north shore, I tend to focus towards the sea in our pursuit of those messing about in boats stories. Up and down the coast. Occasionally on a river near the coast. Inland just doesn't occur to me as boating country, despite the many lakes and rivers enjoyed by those not near the sea. So when John Freeman of Burlington, VT, told me he was scheduling a rowing/paddling race and wooden boat show out there on "the west coast of New England", he caught my attention. Lake Champlain sort of fits that description, its over 100 miles long and forms the western shore of Vermont much of that distance. Burlington is a bustling upscale

urban community in otherwise bucolic Vermont, and boating on adjacent Lake Champlain is booming.

Like along the Atlantic shore, most of this is what I consider to be consumer boating, people buying production motor and sail craft to get out on the water in, much like automobiles, enjoying themselves in their own ways, but not getting heavily involved with the boats themselves, the sort of thing that we tend to be interested in. But John Freeman is trying to change that with his Small Boat Exchange business. He's selling a variety of small boats, rowing and paddling, as well as sail, to supplement the bread and butter of the outboard runabout market he also serves. This year he decided to organize a race for oar and paddle from the Burlington waterfront and also a wooden boat show for the area builders to display their products at.

So off we went to New England's "west coast" late in June to see just what is going on there. From the Atlantic shore near Salem, MA, to the Lake Champlain shore at Burlington, Vermont, was a 3.5 hour "transcontinental" trip over the interstates at a speed unlikely to attract a ticket. June 28th was a golden, mild summer day, clear skies, low humidity, and on the lake, no wind. "What a relief," John remarked. "All week it's been blowing 25-35 here straight in." The race course was a 5 mile (round trip) out-and-back effort to a small island straight out off the Burlington waterfront. The strong westerly winds that come across the lake from the Adirondack mountains a dozen miles beyond make boating on Lake Champlain an unpredictable affair. On race day it was a flat

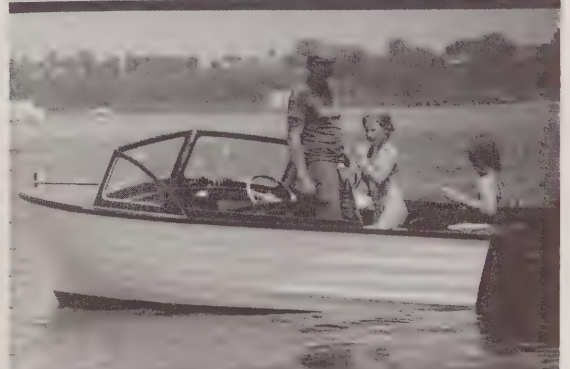
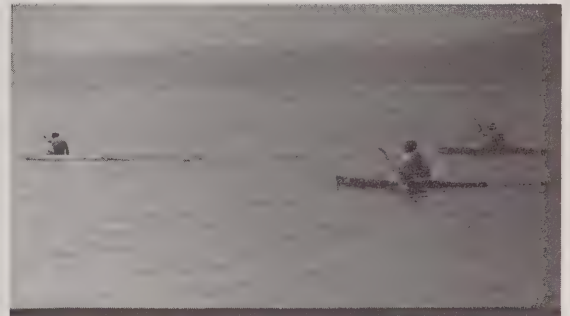
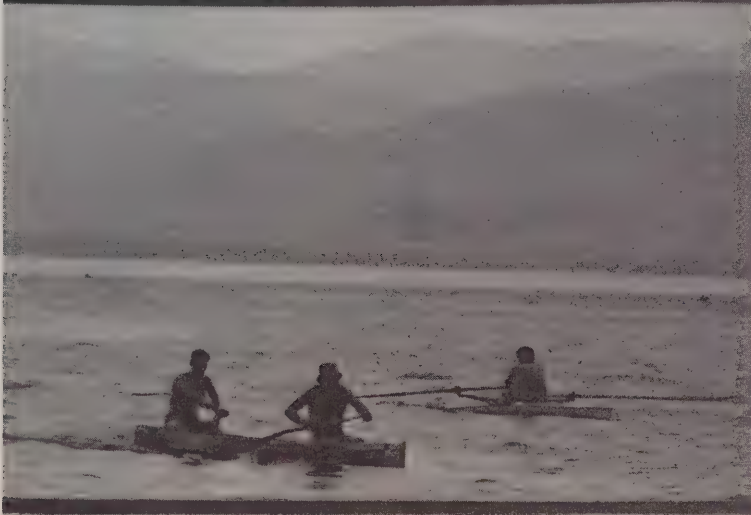
calm, over toward the New York side ten miles away (it looks much closer) some sails were seen, a breeze was working over there but had yet to arrive at Burlington.

John's race promotion attracted about 30 boats, a nice assortment of rowing and paddling craft. A number of recreational shells and racing canoes dominated the entry in numbers, with a sprinkling of traditional rowing craft and a half-dozen kayaks, both river and sea types. "Queen" of the fleet was the big four-person sliding seat cruising shell brought by the folks from Concept II of Morrisville, VT, the manufacturer of the Dreisegacker carbon fiber oars and ergometer rowing machines. A few years ago, Ken Basset of Onion River Boat Works in Waterbury, VT, built this monster recreational shell, a sectional craft, each midship section holding a single sliding seat rig. Pointy ends complete the craft and the 4 placer on hand was about 40 feet long.

Many classes were catered to, and starts were by classes, with the sliding seat recreational shells away first in anticipation of their being the fastest boats. A minute apart the groups got away. It was the racing canoes that made the best time overall, though, overtaking most of the other boats except for the first couple of leading shells. The big Concept II rig started first and finished first, but not far behind came several of the flying wedge racing double canoes. All awards were by class, real trophies, not "certificates" or even "placques". "I wanted people to have something substantial to take home if they won," John explained. He spent much of the \$10 entry fees on trophies.



Organizer John Freeman (right), trying to make things happen in small boats on Lake Champlain.



Across the top: the 30 plus boats gathering at the start. Left column: A racing canoe couple overtaking Dan O'Reilly's traditional wherry on the way out, and a recreational shell on the way back. Charles McClintock and Melanie Gortmaker "paddled their ass off" in their Klepper. Right column: Kayakers go at it. Fastest canoe, shell and kayak all finished within a minute over a nearly one hour race. Post race war stories. Coleman and Susan Baker spectated from their beautifully restored Lyman runabout. Ever see a "Kustom Klepper Karrier"?

Back at the Show. . .

Meanwhile back behind John's shop a block or so from the Lake, the wooden boat show held forth. Turnout of builders was slim, about a half-dozen. "I had promises from as many again," John shrugged. And the viewing public was sparse. Not an auspicious start and the folks at Newport (RI) need not be concerned at this upstart challenge to THE Wooden Boat Show. John did not intend it to be that, but he thought maybe where he was, wooden boats could use this sort of publicity.

Well, the various exhibitors did get to know each other, visiting about, and some local people wandered through and discussed the boats. Some really nice wooden boats too.

Longest distance travelled to exhibit was covered by Paul White of Traditional Wooden Craft, driving 7 hours from Canandaigua, NY, to show his cold molded Lawley tender and epoxy glued 8' pram. Like many small builders, Paul is still looking for the best way to interest wooden boat people in his work, and the Burlington show was affordable and "close" by upstate New York measure. Paul's still in the part-time stage, earning his daily bread as a building carpenter. He is doing nice work and can be reached at 5794 Clover Meadow Drive, Canandaigua, NY 14424.

Another "non-local" builder to travel afar was Rob Barker of the South Cove Boat Shop in Montague, MA, about 4 hours southeast. Rob brought his flat bottom plywood sailing/rowing skiff and nice little lapstrake round-bottom 10' sailing skiff. He figured the day and the \$50 to exhibit were worth it to perhaps find new prospects for his affordable wooden boats. He did bring along a good book, too, fortunately. Rob operates as South Cove Boat Shop, P.O. Box 10, Montague, MA 01351.

From across the border in New York, and south a ways to Lake George, John Breitenbach brought a pair of Adirondack guideboats. He operates in Silver Bay on the west shore of Lake George as Silver Bay Guideboat & Canoe Co. and builds new guideboats to order, as well as doing restorations on treasured old family guideboats. Right in guideboat country, he gets to fix those old family boats from the "summer place" they've had for 75 years. His new boats are nice looking craft, painted or bright finished. Silver Bay Guideboat & Canoe Co. is on Rt. 9N, Box 86, Silver Bay, NY 12874.

The guideboat perfectionist is local builder, Steve Kaulback, who has carried elegance and exquisite perfection in the Adirondack guide-



Bob Barker of South Cove Boatshop came prepared.

boat to a pinnacle with his gorgeous strip built craft and their detail perfection. Steve's built 14 of these, but now has taken a new direction in the trade. He's joined with a local fiberglass fabricator who had acquired the production facilities of the Rainbow Canoe Co., a small northern Vermont canoe builder. They've rented quarters on the Burlington waterfront and started production of the more popular fiberglass Rainbow models. Steve has designed an Adirondack guideboat for fiberglass production that will soon be on the market. And while they build the boat business, they have a contract for designing and building fiberglass truck bodies. Whatever it takes to pursue the dream of building boats. Steve's now operating as Haselton-Kaulback Boatbuilders, 1 Burlington Waterfront, Burlington, VT 05401.....

Darling's Boatworks is a local wooden boat shop that mostly does repairs on the wooden boats in use on Lake Champlain. They operate at one of the major marinas full of glass boats but have plenty of repair work on wooden craft. They build new Gloucester Gull dories and a ten foot Steve Redmond sailing skiff design to order. They are located at Point Bay Marina in Charlotte, VT 05445..

Another local repair shop is Nick Patch, he does the mahogany runabout stuff as well as other wooden boat work. Nick provided our race coverage photo boat, NOT a lovely restoration, but an old clunker "utility" type kit boat.

Nick bought it for the Volvo Penta motor, next fall the motor comes out and goes into a client's boat, and the flimsy hull (under more than an idle, it flexed unbelievably even on the flat calm waters) goes into the shop stove. No concern whatever about the "finish" on this one. Nick had a Chris Craft inboard and a nice little Pen Yan outboard runabout he had restored on display. My thanks to Nick for enabling me to get the race photos Nick is another Charlotte builder..

Fred Shell had his kit boats there, we've talked about Fred before on these pages. An "immigrant" from the Pacific northwest to the New England northwest, Fred's got some nice looking, nice performing, low-cost kit boats to offer. He is located at RD 3, Box 255A, St. Albans, VT 05478.

Fuat Latif is the current Vermont "new guy" canoe craftsman. Other better known area builders of traditional style canoes were absent. Fuat's work was elegant indeed, beautifully crafted lapstrake boats of the "Wee Lassie" and "Butternut" type, and a Rushton "Ugo" derivative. He's a builder much in the "artistic" mold, the work that goes into these boats cannot possibly be compensated for by the asking prices. Like most new builders, he prices his work rather low, between \$1500 and \$2200 for exquisite bright finished craft of 10' to 18' lengths made of white cedar, butternut, oak, copper and brass. Fuat is located at RD #1, Box 1780, Moretown, VT 05660.

Steve Redmond is a designer rather than a builder, but he brought over a new design, another of his flat bottomed, rakish looking craft, this one meant to be sailed, rowed or powered by outboard. Yes, another try at the all-purpose boat. Steve offers the plans at his usual modest price. He operates as Redmond Designs, 127A College St., Burlington, VT 05401.

That's it, I think. I think? Yes, by the time this report got written, the leaf from my notebook with further details I was afraid I'd not recall, got lost here some-

where, so this is something of a memory trip. But not too hard given the modest scale of the show.

And what about the organizer? John Freeman is a retailer, he sells boats from a number of builders, many of them fiberglass. Why go to this trouble for area builders who are not all suppliers to his shop? "I felt it was time somebody up here did something to promote interest in wooden boats", John explains. John loves to "sell" almost as much as he enjoys building in wood, something he has done. Now his retail emporium (and broker-

age) keep him too busy to build, and he even farms out the wood trim finishing on the Thayer Whitehall hulls he stocks to local builders such as Steve Kaulback. Trying to make things happen, John Freeman really outdid himself with this one-day race meet and boat show. Yes he was disappointed in the boat show turnout. Yes he was pleased with the interest in the race and his incredibly good fortune on the turn in the weather. Will he try again next year? "You bet!"

Report & Photos by Bob Hicks



Top: Fred Shell demonstrates the weight of his SWIFTY. Fuat Latif expounds on his beautiful lapstrake canoe. Middle: Paul White talks about his pram. Steve Kaulback explains his Adirondack Guideboat construction. Steve Redmond's latest design. Bottom: John Breitenbach (left) also displayed Adirondack guideboats. Nick Patch restores runabouts.

How bright and glaring it seemed outside! We found everything all right, and after hoisting sail, we bore away for the light-house at the end of Goat Island causeway.

"There's the CANONICUS, with colors all flying."

On she came, the oldest boat on the bay, and one of the swiftest; with her low, old-fashioned pilot-house, and walking-beam stilted high from the deck; a craft as familiar to the eyes of an elder generation as to our own. She swept by, full of gay excursionists; a band was "discoursing inspiring strains," there was a holiday display of flags and of light summer dresses. Presently the rush of the paddles ceased, as she slowed up to land the passengers for Oldport; but the band kept bravely on, till she had started again, down the harbor and oceanward to Block Island.

We rounded Goat Island light, and headed down for the English vessels. The northwest wind still held, and seemed a little stronger than it had been.

As we crossed the bow of the ARGUS, we noted her strange appearance from that point, with her little guards amidships, just large enough to make a bearing for the outer ends of the shaft; so different from the bay and sound side-wheelers which we were accustomed to seeing.

"Boom!" sounded in our ears from near by. We glanced around, and saw a puff of smoke drifting away from the side of the BELLEROPHON.

"Shelling the city! War's declared at last! Pity we didn't bring ---"

Joe's regrets that the TRITON was unarmed were cut short by a jet of smoke which sped sharply from the opposite side of the war-vessel, underlaid by a flash of fire, and then suddenly halted and rolled up and away before the wind, while another "boom!" smote the air. A few seconds' pause, and the next gun in the row from which the first had spoken gave forth its note; then the next on the other side responded in turn, and so on till we had counted thirteen, when the firing ceased.

"Well, I'm glad to have seen that," said Joe. "Something like the pictures of naval battles, to see the ship 'most covered with smoke, and the shots flashing through. But they didn't sound very loud, somehow; I suppose they chopped every cartridge into three or four pieces and made those do, on account of there being ladies aboard."

"I wonder what it was; some big Don come out to visit her, likely. He was just in time for us, anyhow."

Adventures Down the Bay

Wallace P. Stanley, Author
H. N. Cady, Illustrator



"Might have been rather startling, if we'd been as near as we were when 'his nibs' went by, yesterday."

We sailed past the starboard side of the flagship, and as we passed astern, "What's that fellow about?" said Joe.

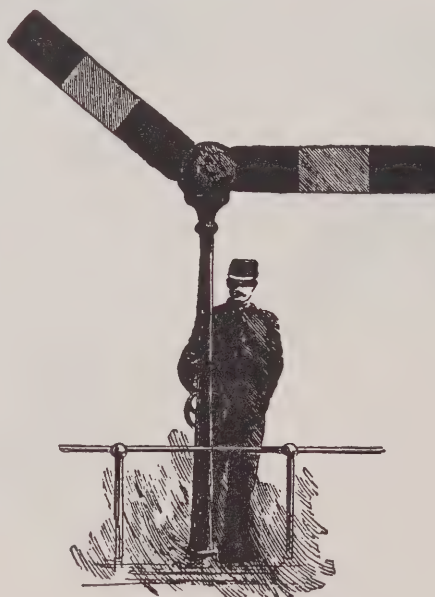
the mast. At one instant, one arm would point up straight and the other out at a right angle; the next moment, both would be extended horizontally; then both would stand obliquely from the supporter, then one slanting and the other straight, and so on.

"He's signalling, it's a semaphore!" said I. "See, there's another over on the SIRIUS; they're having a conversation by signs, like deaf and dumb people."

"Well, that's great," said Joe, watching intently. "How he makes 'em fly around; they're on the shake all the time. There! now he's stopped; and the other one's going."

"It must take some practice to talk that way; and to understand it, too. That kind of thing was the telegraph of fifty to a hundred years ago; in England there were stations in sight of each other from the south coast to London. But it wouldn't work, of course, unless the weather was clear; I read a story once that a message to London started off: 'Lord Wellington defeated,' and then a fog set in. People were scared, and wondered how bad things were; but when it cleared off again, they got the whole of the news, 'Lord Wellington defeated the French,' and so on."

"Then they felt better. Just think; these are three bits of old England, lying here in our bay; English soil, in the law. If a man should be liable to arrest in England, and escape to this country,



THE SEMAPHORE.

A slender post or short mast stood at the taffrail, at the top of which were pivoted two flat wooden arms, painted white and black in sections. The man Joe referred to was working these arms by turning a crank, attached lower down on

he could be arrested here, if he went on an English war-vessel."

"Just so; so you do well to keep off. We're heading for Rose Island, just now; let's go there and explore the old fortifications."

The empty casemates, whose thick brick vaulting was heaped with earth on which the long grass was waving, were cool and inviting; and after wandering about them a little while, we went down to the boat for our provisions, and ate dinner in one of them. They were not all empty; but the contents of such as were occupied were guarded from intrusion by locked doors and stout boarding, and by a notice to the effect that dynamite was stored therein, and that boisterous and meddlesome behavior would be unwholesome. So the sleeping explosive received the tribute of quiet respect and aloofness which most are willing to give.

"I suppose that's for the torpedo station," remarked Joe. "I wonder what the life insurance rates are on the people who tend the light-house?"

We embarked again, and laid our course for the "Dumplings." This name belongs to a clump -- or, rather, small archipelago -- of rocks of assorted sizes, some of them pretty big ones, which rise to various heights within the angle where Conanicut thrusts out an eastern extension opposite the fort, thus forming the "narrows" which shut out the full sweep of the ocean surges. But the "Dumplings" have a fort of their own, not on one of the rocks, but on the easternmost knoll of the land; and this was the place for which we were bound.

"Hullo! see the ship -- the sloop -- the SARATOGA!"

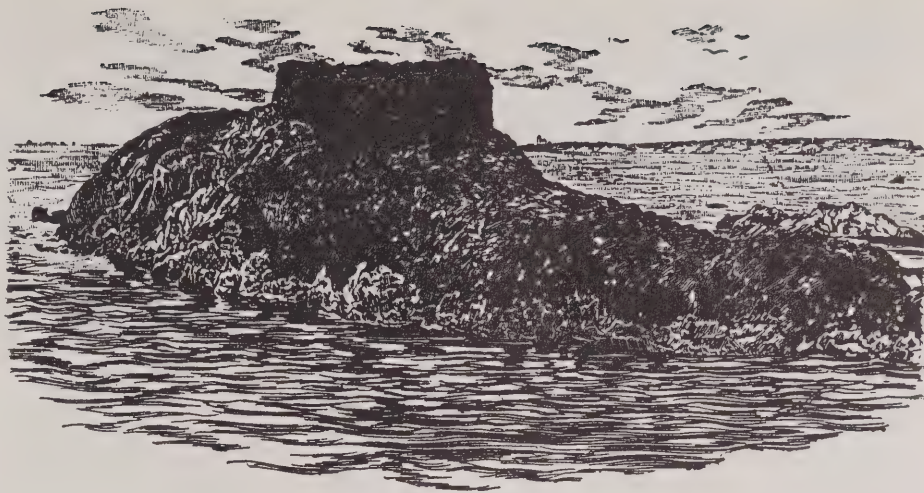
A minute before, her sails were snugly furled; now the canvas had been dropped, and she was under sail, slowly gathering headway.

"I thought I heard a whistle, like those they use for the horse cars, sometimes, and that made me look -- the bo'sun's whistle, it must have been. Didn't they do that quick, though? but then, there are lots of them."

"Those flat-topped blue caps look rather hot and heavy for this weather; and they don't shade much, either; seems to me the Britishers are better off, with their straw hats."

"Doesn't she look fine, marching off! You don't often see a square-rigger sailing in the bay, these days."

Down she went though the narrows, past the fort, past Castle Hill, out on the smiling blue ocean, standing straight and stately, with the air of dignity and mastership of the sea which no schooner-rigged vessel, however large, can assume.



FORT DUMPLING

"Off on a cruise, a long one, perhaps, across to the other side. I'll bet those fellows are glad -- I most wish I was one of them."

Old Fort Dumpling now rose not far before us, perched on the top of a rocky promontory.

"It isn't a very large fortress, but doesn't it look picturesque, standing out there against the sky! That's all it's good for, I suppose -- to look at; it wouldn't be of any use in war, now-a-days."

"No, one shot from a modern gun would knock a hole clear through it," said Joe.

We sailed around an intervening point, and beached the TRITON at the inner end of the little bay on the north of the promontory; then walked up the narrow neck to the fort. The interior was a mass of brick-and-mortar ruin, amid which grass and weeds were thickly springing up; on the inside of the thick walls were a number of casemates, like those we had just seen on Rose Island. On climbing to the crumbling ramparts, we could see a wide arc of old Ocean's level horizon-line. At the southwest, Point Judith, ten miles away, could be faintly distinguished; and almost in a line with it, but not a third as far, was the light-house at Beaver Tail Point, the southern extremity of Conanicut. To the south, beyond the promontory of Castle Hill, on Aquiday, was the light-ship at Brenton's Reef, nearly a mile out at sea, its two masts bearing their dark balls aloft.

Opposite, on the east, was the smooth, solid, gray western wall of the great fortress which guarded the bay.

"This doesn't amount to much, beside that," said Joe; "but this would be first-rate on a small scale, as a place of refuge from a raid by pirate boats, or something of that sort. It's a regular precipice down to the water, all around this outer end and there couldn't many come along that neck at one time. See how far the SARATOGA's got! and with a light wind, too.

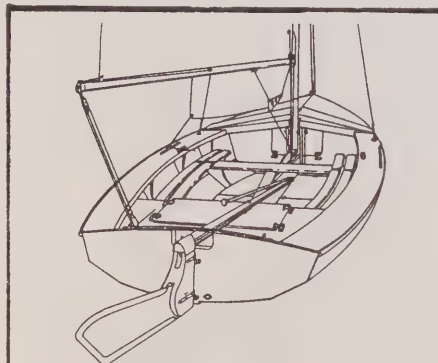
There can't be much of a swell outside; none of the vessels seem to roll at all."

There were four schooners and a sloop in sight, at various distances; but they seemed as steady as those in the bay, though we might have seen them rock some, if they had been nearer. With the wind blowing off-shore, you couldn't expect the sea to be very "rugged," but it came gently heaving and sweeping in against the southern base of the headland, and we could see the white fringes come and go around the rocks further out, and the shores of Castle Hill.

"Come on!" cried Joe. "We'll let the TRITON plow the briny deep, and ride on the ocean billows. Wish we could go out to the light ship!"

"That's rather far to beat back from against a light head-wind, and it may fall calm. We might go out as far as Castle Hill, though."

To be continued.



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WHAT'S HAPPENING?

FOOLS RULES REGATTA

This is one of those "budget" boat contests in which one builds a boat at 9 a.m. from inexpensive materials and then races it at 11 a.m. It takes place on August 23rd at East Ferry Beach in Jamestown, RI. Contact Chris Powell at (401) 423-1492 (home) or (401) 789-0281 (work).

GLOUCESTER SCHOONER FESTIVAL

August 30-31 weekend will find historic Gloucester, MA, all geared up for the annual Schooner Festival, two days of waterfront activity open to all traditional craft. There'll be races, a parade of sail, deck tours, public sails and a Harbor Loop Seafair. Shore-side viewing will be excellent for the on-the-water events and many of the participating schooners will be open for public inspection. The Mayor's Cup Race will be for schooners over 75' in length with a field of six. The SPIRIT OF MASSACHUSETTS, ERNESTINA and HARVEY GAMAGE are already entered. The tentative schedule calls for public sails and deck tours Saturday from 10 a.m.; races for Friendship sloops, catboats, dories and traditional boats at 1 p.m.; a reception at 5 p.m.; and sea chanty singing at 9:30 p.m. On Sunday, the deck tours and public sails again take place in the morning from 10 a.m.; the Harbor Loop Seafair goes on all day; the Mayor's Cup Schooner Race goes on at 1 p.m.; the parade of sail wraps it up at 4 p.m. For further details contact the Cape Ann Chamber of Commerce at (617) 283-1601.

THE WOODEN BOAT SHOW



WOODEN BOAT SHOW HIGHLIGHTS

The Wooden Boat Show is on for August 21-24 at the Newport Yachting Center in Newport, RI, with many displays of wooden boats, new and used, and related gear. Special events and exhibits have been arranged again this year.

There'll be an auction of nautical items and opportunities for the benefit of the Museum of Yachting, not only items to take home, but also outings to go on.

Gougeon Brothers will present a three-part demonstration of using their WEST System (tm) in wooden boatbuilding.

Mariners Museum of Newport News, VA, will have a display of yachting photos from the 1920's and 1930's including America's Cup racing in the J-boats.

A restored Windmill Class racing dinghy will highlight one exhibit, restored and refitted with all the original equipment.

AIRFORCE, a custom Paine 45, especially built for the 1986-87 BOC round-the-world race which starts at Newport on August 30th will be on display, the latest in hi-tech wooden boat construction techniques.

The SIKKA Challenge returns again with its quick-and-dirty boat-building contest and race.

Details on the Wooden Boat Show for exhibitor or attendee can be obtained from the Newport Yachting Center at (401) 846-1600.

12TH ANNUAL GERRISH ISLAND RACE

Lance Gunderson resumes direction of this annual early fall "all-comers" race around Gerrish Island from Kittery Point, ME. The date is September 6th, time 12 noon to catch the right tidal conditions for the start through the narrow channels in the saltmarshes leading to Brave Boat Harbor. The 6 mile course exits that harbor onto a four mile open ocean shore stretch back down to Kittery Point. Advance registration is \$1.50 per oar, no mention of fee for sail or paddle. Contact Lance Gunderson at 226A Harbor Rd., Kittery Point, ME 03905, phone (207) 439-9623. Any sort of non-motorized boat is welcome.



NORWALK SEAPORT ASSOCIATION'S

Oyster Festival

OYSTER FESTIVAL SMALL BOAT SHOW

The Norwalk (CT) Seaport Association is including in its 1986 Oyster Festival celebration on September 5-6-7 a juried show of small handcrafted boats. They want to attract 30 boats under 25 feet in length to participate with \$1,300 in prizes offered. SMALL BOAT JOURNAL is co-sponsoring the show and judging will be done by designer Bruce Kirby, builder Frank Casey and boating editor John Coneybear. The fee to exhibit a boat is \$175. About 120,000 people attend the three-day waterfront celebration annually. For exhibitor application or further information, contact the Oyster Festival Boat Show, Norwalk Seaport Association, 81 Washington St., S. Norwalk, CT 06854, (203) 838-9444.

ANTIQUE & CLASSIC MEET

Over 100 restored antique and classic boats will gather near Buffalo, NY, on September 7th for the Niagara Frontier ACBS Chapter ninth boat show. Location is at the Buffalo Launch Club, 503 East River Rd., Grand Island, NY, show times are 9 a.m. to 5 p.m. The show is open to the public admission-free. The opening ceremony will include a spectacular display from one of the world's most powerful fireboats. More details from John Dougherty at (716) 283-7738.



LATE SUMMER RACES

AUGUST 23: Summer Sizzler, an 11 mile (6 for novices) tidal river race on the Seekonk River from the East Providence Yacht Club in East Providence, RI. Contact Scott Olsen at (401) 434-4871.

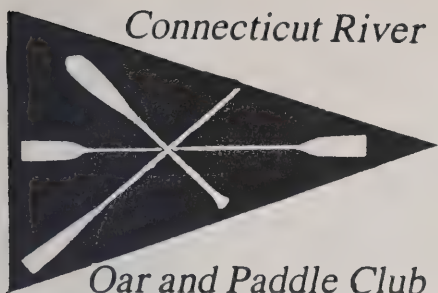
SEPTEMBER 7: Mansfield Hollow Marathon, a 7 mile flatwater event with 5 mile local and novice courses, at Mansfield Hollow Dam State Park. Afternoon events also include Olympic sprints and a war canoe challenge. Contact Sue Audette at (203) 456-0558.



SUMMER 1986

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The Connecticut River Oar & Paddle Club has the following events scheduled into early fall:

AUGUST 20: Evening cruise leaving the boatyard at 7 p.m. around Goose Island, 3.9 miles.

AUGUST 23-24: Overnighter to Selden's Island leaving boatyard at 11 a.m. (12 mile round trip) or Haddam Meadows at 12 N (13.2 miles finishing at the boatyard).

SEPTEMBER 7: Second Middletown to Old Saybrook cruise, 23 miles. Leaves from Middletown at 11 a.m.

SEPTEMBER 12-15: Final four day overnighiter of season on Selden's Island. Leaves Friday from the boatyard at 3 p.m. for 6 mile cruise; Saturday from Haddam Meadows at 10 a.m. for 7.2 mile cruise. Day trips over weekend on Saturday from Selden's to Chapmans Pond and back at 4 p.m. for 6.6 mile cruise and on Sunday from Selden's to Essex for Traditional Boat Parade at 10 a.m. for 7.4 mile cruise. Returning Sunday at 11 a.m. for 6 mile cruise and Monday at 12 n. for 6 mile cruise.

SEPTEMBER 27: Hamburg Cove sunset cruise leaving boatyard at 4 p.m. to ride the tide to Hamburg Cove and back, a 10 mile cruise.

For information on joining this club or attending its activities, contact CROPC, 18 Riverside Ave., Old Saybrook, CT 06457, (203) 388-2343.

NORWALK RIVER ROWING CLUB

The first row and picnic of the summer took place on July 16th with eleven boats and twenty members participating. Due to a thunderstorm threat (which never materialized), the picnic was held at beautiful Shady Beach, where the Director of Recreation & Parks extended Norwalk city greetings to our club.

Times for regular rows from Veteran's Park have been changed to the following:

Saturdays & Sundays at 8 a.m.
Tuesdays & Wednesdays at 6:05 a.m. and 6 p.m., late enough for the "working classes".

A search for a club home continues with two possibilities being considered.

Anyone interested in learning more about the Norwalk River Rowing Club can inquire of them at (203) 846-9167 or (203) 846-8251. Presently membership stands at 62.



Wooden Boat

WOODEN BOAT SCHOOL

September brings to an end the 1986 school year at Wooden Boat School, with the following courses scheduled:

AUGUST 17-23: The Art of Rigging with Brion Toss.

AUGUST 17-30: Repair & Restoration of Classic Runabouts with Don Benjamin.

AUGUST 17-30: The Lines & Shapes of Boats with Dave Dillion.

AUGUST 17-30: Beginning Boatbuilding with Eric Dow.

AUGUST 24-30: The Art of Sailmaking with Robin Lincoln.



RC MODEL YACHT RACING CALENDAR

AUGUST 23: Scale Regatta, Any Boat, Central Park, NY, Madeline Tucker, (212) 874-0656.

AUGUST 30: Max Baum Mem. M Class, Port Washington, NY, Ed Helme, Jr., (516) 883-8453.

SEPTEMBER 1: Trigg Memorial, EC-12 Class, Needham, MA, Jack Sullivan, (617) 668-7163.

SEPTEMBER 3-5: Mini America's Cup, EC-12 class, Newport, RI, Jack Sullivan, (617) 668-7163.

SEPTEMBER 6: G. Beruch Picnic Race, M Class, Port Washington, NY, Ed Helme, Jr., (516) 883-8453.

SEPTEMBER 7: Mini America's Cup Final, Newport, RI, Jack Sullivan, (617) 668-7163.

SEPTEMBER 14: Fall Regatta, M class, Mystic, CT, Bob Weall, (203) 599-1644.

SEPTEMBER 14: Invitational Scale Steam, Electric, Sail, Medfield, MA, Jack Sullivan, (617) 668-7163.

SEPTEMBER 21: Gansett Special, EC-12 class, Providence, RI, George Greenhalgh, (401) 245-7493.

SEPTEMBER 27: A Spence Memorial, M class, Central Park, NY, (Madeline Tucker, (212) 874-0656.

SEPTEMBER 28: Randall Memorial, any class, Springfield, MA, George Brown, (413) 788-4669.

AUGUST 31-SEPTEMBER 6: The Arts of Boatbuilding with Arno Day.

AUGUST 31-SEPTEMBER 6: The History & Appreciation of Yacht Design with Roger Taylor.

AUGUST 31-SEPTEMBER 13: Constant Camber Boatbuilding with Jim Brown.

AUGUST 31-SEPTEMBER 13: Building the Kingfisher Kit with Graeme King.

SEPTEMBER 7-13: Marine Surveying with Paul Coble.

SEPTEMBER 7-13: The Craft of Sail with Steve Cobb.

SEPTEMBER 14-20: Crises on the Water with Steve Cobb.

SEPTEMBER 14-20: The Craft of Sail with Candace Martin, exclusively for women.

SEPTEMBER 21-27: Marine Surveying with Giffy Full on Martha's Vineyard.

SEPTEMBER 28-OCTOBER 4: Marine Surveying with Paul Coble on Martha's Vineyard.

Wooden Boat School, P.O. Box 78, Brooklin, ME 04616.



ACA SAILING CANOE RACES

New England canoe sailors have several events on for summer as follows:

AUGUST 23-24: 10m National Championship, Barrington Yacht Club, Barrington, RI. Call Kim Clark at (401) 247-0947.

AUGUST 24: Togetherness Race (2 in a canoe), Sebago Canoe Club, Brooklyn, NY. Call Duncan Mooney at (718) 727-2896.

AUGUST 30-31, SEPTEMBER 1: Cruising Class National Championship, Lake Sebago, Sloatsburg, NY. Call Joe Ryan at (201) 444-6478.

SEPTEMBER 6: Class C National Championship, Whitney Pt., Binghamton, NY. Call Chuck Durgin at (607) 723-4122.

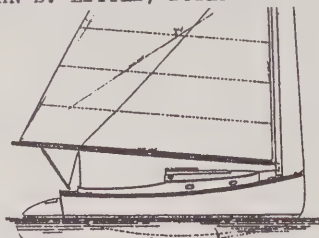
SEPTEMBER 7: George Service Trophy Series for Class C and ACA classes, Sebago Canoe Club, Brooklyn, NY. Call Duncan Mooney at (718) 727-2896.

SEPTEMBER 14: Sailing cruise, Sebago Canoe Club, Brooklyn, NY. Call Duncan Mooney at (718) 727-2896.

SEPTEMBER 20 & 21: Sailing and camping cruise on Maine lakes. Call Larry Haff at (203) 762-3230.

SEPTEMBER 27: Fall rally for all classes, Lake Massabesic, Manchester, NH. Call Larry Zuk at (617) 369-6668.

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SEA HERITAGE SIGN-UP

Bernie Klay, proprietor of the Sea Heritage Foundation, which publishes a periodical devoted to old timey seafaring information has come up with his latest, most overwhelming, membership offer. For \$25 Bernie now will offer not only just membership in his group and the usual benefits of SEA HERITAGE NEWS and a "Commission & Scroll" as Lt. Commander in the Sea Heritage Fleet, but also a signed in the plate miniature of a John Stobart windjammer print, a 25 word free classified ad in SEA HERITAGE NEWS, and best of all, your choice free of any one of 25 chosen plans from HAMMS, the Historic American Merchant Marine Survey. The plans range from \$15 to \$144 in price, from 2 to 21 sheets. The seven volume series of books with 1,009 drawings is priced at \$3,000 ("only" in Bernie's words). If you really like this sort of nostalgia stuff, the deal's hard to pass up. More information at (718) 343-9575, you need the form to choose your plan from. SEA HERITAGE NEWS, 254-26 75th Ave., Glen Oaks, NY 11004.

SCHOONERS RACE FROM MYSTIC

September 20th is the date for the nineteenth annual schooner race from the Mystic Seaport Museum. While the racing is out on Long Island Sound, the participating schooners may be viewed at the Seaport on Friday and Saturday evenings. For more details call the Seaport atnb(203) 572-0711.



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Late summer and fall canoe cruises organized by the club are as follows. You MUST call the designated trip leader for starting times to confirm your attendance.

AUGUST 23: Hope Island, round trip from Allen's Harbor. Call D. Greene at (401) 421-4248.

SEPTEMBER 6: Pachaug River, in at Rt. 165, out at Hopeville Park, 5 miles. Call N. Dziadosz at (401) 467-4096.

SEPTEMBER 13: Pre-Race Tour of Wood River, in at Alton, out at Bradford, 7 miles. Call the Maciels at (617) 528-0951.

SEPTEMBER 27: Palmer River, in at County St., out at Rte. 6, leader open.

One race on the fall calendar:

SEPTEMBER 20: Wood River Race, in at Alton, out at Bradford. Call the Maciels at (617) 528-0951.

SOUTHEASTERN MASS CANOEING

The Southeastern Mass. Chapter of the AMC has the following canoe outings scheduled this summer open to any interested canoeists:

AUGUST 22-24: Weekend camping/canoeing at Knubble Bay, ME, AMC camp, tidal flatwater. Limited to experienced paddlers. Contact Tony Arnold at (617) 888-7532 or Barbara Hughes at (617) 362-3954.

SEPTEMBER 6: Tidal flatwater on Mashpee River, Mashpee, MA., good birding, lunch on beach overlooking Vineyard Sound. Contact Barry Gallus at (617) 428-5391.

SEPTEMBER 12-14: Tidal paddling on Waquoit Bay, Falmouth, MA, primitive camping on Washburn Island. Contact Chuck Wright at (617) 564-4250 or Claire Cabral at (617) 866-2464.

SEPTEMBER 20: Tidal paddling to Monomoy Island off Chatham, MA, good birding. Limited to experienced paddlers. Contact Russ Ottey at (617) 563-6637.

SEPTEMBER 26-28: Flatwater on Saco River in Maine with primitive camping. Contact Marilyn Young at (617) 222-0472 or Steve Hayes at (617) 438-7263.



AQUA*VENTURES KAYAK TOURS

AQUA*VENTURES of Jamaica Plain, MA, offers one or two day sea kayak outings for interested persons of all skill levels, including beginner. They take participants out in amongst the Boston Harbor Islands from Hull, MA. They now have a descriptive brochure available, just write to them at 75 Parkton Rd., Jamaica Plain, MA 02130, or call them at (617) 524-6239 and ask for their Kayak Tour Folder.

AUGUST 23-24: Weekend of kayak touring and instruction with overnight camping. All boating and safety gear, meals and some camping gear provided. Fee is \$125.

SEPTEMBER 6-7: Weekend of kayak touring and instruction with overnight camping. All boating and safety gear, meals and some camping gear provided. Fee is \$125.

SEPTEMBER 13: Paddling day trip with all boating gear and picnic lunch provided. Fee is \$60.



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Interested canoeists and kayakers within reach of Brooklyn, NY, will find the Sebago Canoe Club a worthwhile organization to look into. The Club schedules many activities throughout the paddling season in racing, sailing, cruising and daily paddling. They own waterfront property with ready water access in Brooklyn, boat storage facilities, club boats for member use, and offer instruction as well as organized events at the Brooklyn site and on Sebago Lake in Sloatsburg, NY, where they have a cabin and camping facilities. If all this sounds of interest, contact Membership Chairman Hank Niman at (718) 375-2618 or write to the Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11236. Upcoming activities are as follows:

AUGUST 23: MCKC visit to Sebago Clubhouse, bay cruise and tea. Contact Steve Keller at (718) 788-3416.

AUGUST 24: Togetherness Race, two in a sailing canoe.

AUGUST 30: Passaic River, NJ. Contact Bob Pace at (718) 338-9173.

AUGUST 30-SEPTEMBER 1: Labor Day Weekend at Sebago Lake.



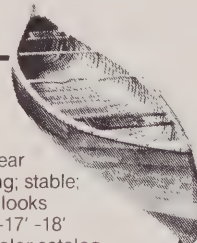
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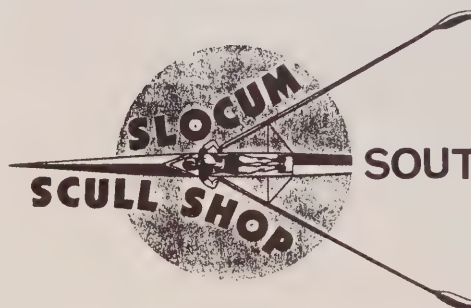
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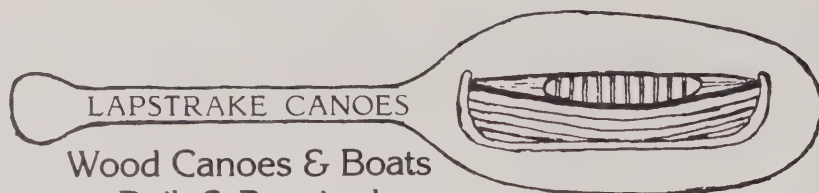
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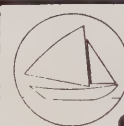
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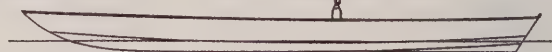


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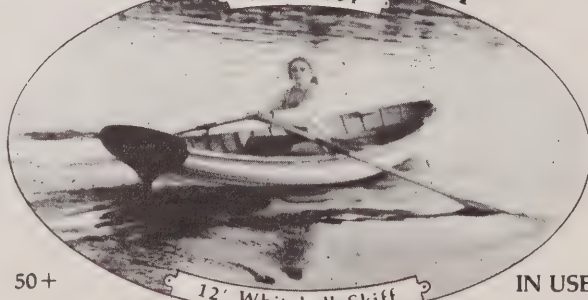
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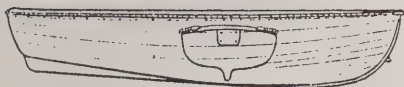
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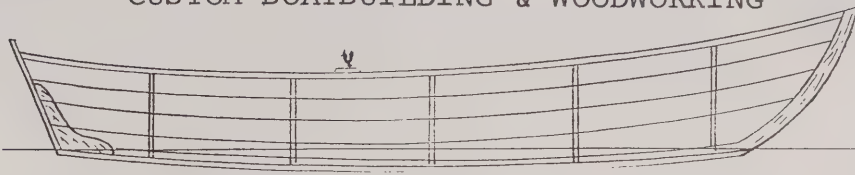
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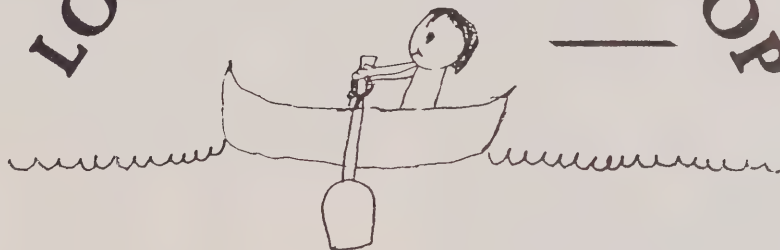


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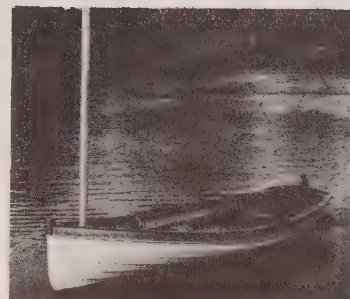
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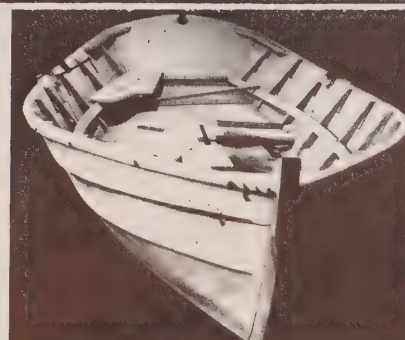
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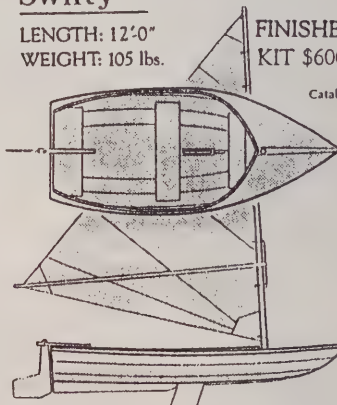
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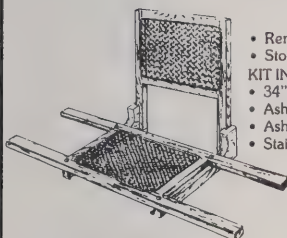
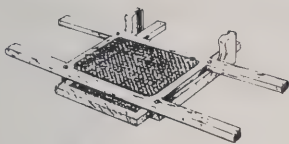
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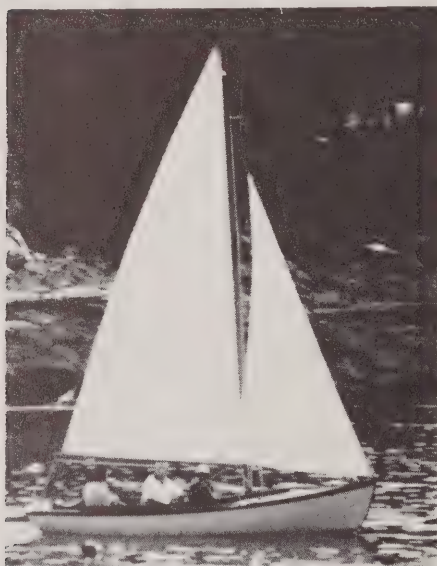


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DELUXE RUNABOUT LOUNGE SEATS, pair in very good condition. Best offer. Also 15 lb. anchor. WANTED: Small boat to car-top, maybe a kayak.

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SBCC, P.O. Box 881833, San Francisco, CA 94188-1833. (7)

CHRYSLER OUTBOARD, 1983 15hp electric start, less than 10 hours use, was back-up engine on 22' boat. Like new, yard maintained. \$1000.

CARL MOORE, Manchester, MA (617) 526-1806 8 a.m. - 8 p.m. (8)

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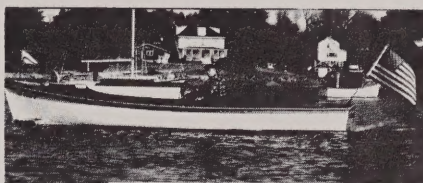
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16' ALDEN APPLEDORE pod. Fiberglass hull with sailing rig and 7.5' F-Collar oars. Excellent condition, \$1,200. 1984 PEINERT FASTART 16' fiberglass sliding rigger rowing shell, 9.5' Piantadosi oars. Like new, \$1,000. 16' BOLGER sailing pirogue, built 1985, glassed over plow with new dacron spritsail. Modifications include kick-up rudder and leeboard. \$550 or best offer.

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WANTED: Wooden canoe needing restoration, the older, the better. Also interested in wooden sailing dinghies (12' and under) needing restoration.

TOM DOANE, 9 Farley Ave., Ipswich, MA 01938, (617) 356-7689. (8)



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FREDERICK JOHNSON, Box 83, Andover, MA 01810, (617) 475-0604. (8)

LAST CHANCE to buy 1985 left-overs: Apache 14'9" canoe (2 left), \$450; 15'9" Apache canoe (2 left), \$499; 18' Black River canoe (1 left), \$795. Call and reserve yours today.

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DAVE SINGER, 70 Maple St., Bel-lingham, MA 02019, (617) 966-2569. (8)

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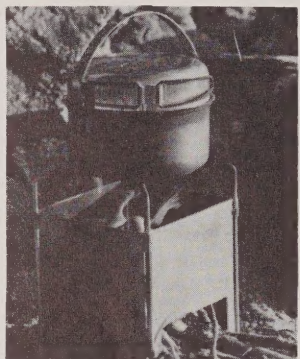
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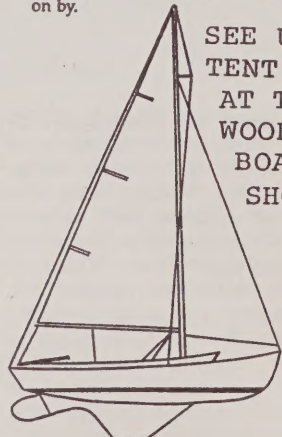
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